IRENE WARD NORSEN

WARD BROTHERS

CHAMPIONS

OF THE WORLD

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To the affectionate memory of my dear father
GILBERT WARD
whose father, also named Gilbert,
was one of the famous Ward brothers –
world-champion oarsmen

Preface

This is the story of four men in a boat who rowed their way to fame. It is also a story of one man in a boat who set the world record as a single-sculler. And it is the story of a magnificent American family by the name of Ward, who have left their mark in the world.

First published 1958, New York.

Acknowledgments

This book would not have been possible without the wonderful co-operation given me by many people. I was fortunate in having photographs and material lent to me. Busy people gave up their time to talk to me and to tell me of their recollections of the famous Ward brothers. I am deeply grateful to all who have in any way helped me in obtaining the material that has gone into this book.

I am grateful to the memory of my father, whose stories were a remarkable inspiration that stimulated in me the desire to compile this book when I was still a young girl. I am also grateful to my Aunt Bertha, now deceased, and to the information given me by my Aunt Irene (Mrs. Irene Ward Hole). I am greatly indebted to the gracious Misses Emma and Mazie Ward of Cornwall-on-Hudson, New York, who made this endeavor a pleasure.

The following persons have contributed much to make this publication possible:

Mr. and Mrs. Harold Wood, Cornwall-on-Hudson, New York
Mrs. Grace B. Ward, Philadelphia
Mrs. Scarborough, Cornwall-on-Hudson
Dr. Elwood Corning (historian), late of Newburgh, New York
Mrs. Pauline Ward Rudloff, daughter of Ellis Ward, Philadelphia
Mrs. Florence Pryor, Roosevelt, L. I., New York
Mr. Stephen H. Ward, Springfield, Massachusetts
Justice Lee Parsons Davis, New Rochelle, New York
Mr. Grenville C. Mackenzie, Westport, Connecticut
Mrs. Eugene Dupré, Tarzana, California
Mrs. Frank Young, Newburgh, New York
Mr. George Ward, Stony Point, New York
Mrs. Winthrop Sayer, Newburgh, New York

I am also indebted to the following sources for information:

The Boston Public Library
The Newburgh Free Library
The Free Library of Philadelphia
The Franklin Institute Museum, Philadelphia
The Newburgh News
The New York Herald
The Springfield Union, Springfield, Massachusetts
The Cornwall Press
The Cornwall Local
Various unidentified newspaper clippings
The New York Public Library
The New York Times
The New York World
Media Research Bureau, Washington, D.C.
Church and town records from Cornwall-on-Hudson, New York; Havana, Cuba; and Passaic, New Jersey
The United States Patent Office
Gladys Muller, for the photograph of the Wards' famous racing shell in The Franklin Institute, Philadelphia

I also wish to express my gratitude to my husband, Henry N. Norsen, chemical engineer, for his patience and constructive criticism, along with his continual urging me on to finish this work. His assistance in this way has helped me to complete it.

IRENE WARD NORSEN

Dobbs Ferry, New York
May 11, 1957

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Introduction

The author—a descendant (granddaughter) of Gilbert, one of the famous Ward brothers—considers it fitting and timely to compile a work in commemoration of those illustrious American sportsmen—"Champion Oarsmen of the World"—who, eighty to a hundred years ago, were so well renown that "their fame penetrated every corner of the civilized globe."

In the past much has been written in various histories and in the periodicals and newspapers of their time; many readers will remember hearing about them, and some will remember them well. Records, however, too often are not carefully preserved, or get lost and deteriorate with the passing of time. This illustrated history brings the facts and collates the records into one volume for the benefit of those who enjoy looking back today, and for generations yet to come. Here we can get a glimpse of a great sport as it existed then, and know the part played by remarkable personalities who, with splendid deeds, have won a unique place in the history of world sports, particularly on the American scene.

I. W. N.

Chapter I

THE FIRST YEARS OF SPORTS ROWING

Rowing has been practiced by mankind from time immemorial. History informs us that the Vikings of old used oars, and so it had been through the ages, before and since. Man sometimes rowed for pleasure, but originally he rowed to transport goods or to ferry himself across rivers and streams. Rowing as a competitive sport, however, was unknown before 1830.

There was not even one boat club in the United States of any importance in 1830, about the time when men who had been occupied on the river in sloops and fishing craft started racing. Races became more numerous in following years; but because they were rowed in the heavy skiffs of that day, they attracted little attention. When finally boats meant just for racing appeared and men began to train for rowing, it became popular as a sport. Several clubs were organized.

An association formed in 1837, at Newburgh, New York, through the efforts of Captain Charles Ludlow was first called the Newburgh Amateur Boat Club Association. Captain Ludlow was President, Judge John J. Monell was Secretary, and many of the "elite" of Newburgh were connected with it. Their first regatta was held on Newburgh Bay on June 27, 1837.

Three years earlier, in 1834, an association of clubs had been formed in New York City, called the Castle Garden Amateur Boat Club Association. They had held three regattas, in which only local boats were entered. This association sent six boats to the first Newburgh Regatta—the *Gazelle,* which was a scarlet boat, "red and blue dress"; the *Gull,* a blue boat, "blue and white dress"; *Wave,* a black boat with a gilt stripe, "blue and white caps"; the *Halcyon,*

a green boat, "green and white dress"; the *Minerva,* a straw-color boat with a red stripe, "red and white dress"; the *Pearl,* a white boat with a gilt stripe, "blue and white check dress"—and each boat had a coxwain and four oarsmen. Among the crew of the *Wave* were the Rollins brothers, who were considered skillful rowers. The *Wave* was the fastest boat on New York Harbor.

The Newburgh Association entered the *Highland Wave,* a black boat, "white dress," and the *Corsair,* a black boat, "green and white dress and caps." At the end of the race, the *Wave* came in first, the *Gull* second, the *Corsair* third and the *Highland Wave* fourth. The *Washington,* of Poughkeepsie, had been entered but was ruled out because it "didn't turn the lower stake-boat." Prizes were awarded and speeches made by Judge Monell and others at a reception at the Orange Hotel given by the fashionable women of Newburgh for the visiting clubs. The West Point Band furnished music.

On Newburgh Bay were many excursion boats that day, and people had come from miles away to attend the first regatta that attracted general public interest in the United States. Leading newspapers throughout the country published accounts of the race. One newspaper editor had traveled all the way from Boston to witness it; this was considered a "remarkable deed of journalistic enterprise" at a time when the steamboat was at its beginning and railroads and telegrams were almost unknown. Others had to travel by stagecoach or by horse and buggy.

Because of the success and fame of the Newburgh Regatta, boat-racing became popular, and many clubs sprang up along the Hudson River and in Boston, New York, Philadelphia and other seacoast towns. Detroit became rowing headquarters for the Great Lakes region after the Detroit Boat Club was organized in 1839.

Newburgh held another regatta in 1838, this one for the benefit of the Newburgh Library Association and restricted to Newburgh boats. Of the four boats entered, the *Galatea*

came in first, the *Highland Wave* second, the *Corsair* third and the *Scylla* fourth. Prizes were again awarded at a banquet at the Orange Hotel. This became a custom maintained for many years. Then there was a ball, attended only by the elite.

Silver cups were the prizes for winning four-oared and six-oared shells in the 1839 regatta. The Newburgh Association entered the *Scylla,* the *Galatea* and the *Corsair.* The Poughkeepsie Club entered the *Washington;* the Castle Garden Association of New York City the *Wave,* the *Gazelle* and the *Ariel;* and the Independent Association of New York the *Edwin Forrest,* the *Daniel D. Tompkins* and the *Spark.*

At Newburgh's Annual Regatta of 1841, arranged by the Newburgh Amateur Boat Club Association, through the generosity of Captain Henry Robinson prizes of $550 in gold were offered. Captains Rogers and Cobb of New York, Mr. William H. Denning of Fishkill, New York, Mr. Thomas Chrystie of New Windsor, New York, and Captains Belknap and Reeve of Newburgh were umpires, and Thomas Powell was referee.

Steamers and sailboats of every description arrived, loaded with passengers, and crowds assembled along both sides of the Hudson. The hotels were filled with people who had arrived the night before, many coming from some distance away. People stood on the roofs of Newburgh buildings. Steamers in the bay had fine bands, and sloops and schooners were decorated with flags.

The boats entered for the six-oared race were—

Washington, Poughkeepsie
Ann, Peekskill
New Jersey, Jersey City
Scylla, Newburgh
Galatea, Newburgh
Dutchess, Hyde Park
Eagle, New York
Spark, New York

The race was run two miles and repeat along a diamond-shaped course. The *Dutchess* of Hyde Park won, finishing in 16 minutes and 7 seconds (16:7). The *Spark* (New York) came in second, the *Galatea* (Newburgh) third, the *Scylla* (Newburgh) fourth, the *Washington* (Poughkeepsie) fifth, and the *Eagle* (New York) sixth.

In the four-oared race, the *Thomas Jefferson* of New York won, finishing in 16:40. The *Ann* of Peekskill was second, and the *Duane,* the *Ione,* the *Water Witch* and the *John C. Stevens,* all of New York, came in third, fourth, fifth and sixth, respectively. Newburgh's *Gondola* was seventh.

Newburgh held its 1842 regatta on August 31. Again there were thousands of people present and numerous excursion boats. For the three races—for six-oared, four-oared and double-scull boats—there were forty-six starters. The course race was three and one quarter miles long. The six-oared race was won in 20:35 by the *New Jersey* of Jersey City. Newburgh's *Galatea* was second, Hyde Park's *Dutchess* third and New York's *Eagle* fourth.

The four-oared race was won by the *George Washington* of New York in 23:19. The *Duane* of New York came in second, the *Henry Robinson* of Newburgh third and the *Morgan S. Farnam* of Newburgh fourth. The *Robinson* was manned by James Mosher, John Mosher and John Ward—all cousins—and Charles F. June, coxswain. They were from Newburgh. This was the only race that John Ward, eldest of the Ward brothers, entered. Later he became a captain. He was a lovable "writer's" character, worthy of notice here, although he did not become famous the world over, as did his brothers William Henry ("Hank"), Joshua, Gilbert and Ellis.

The *Galatea* of Newburgh had earlier that year won the six-oared race at the July 4 regatta at Castle Garden, New York City. As we have seen, the first races had been rowed in ordinary skiffs; but even these first boats built for speed were much larger and heavier than racing craft developed since. Outriggers were not known at that time.

Soon after 1842 some boat clubs began to pay oarsmen to man their boats, with the result that the boats lost some of their representative character, and interest in rowing waned. The Newburgh Association folded, as did other clubs, and no regattas were held for some time.

Ten years later, in 1852, the first college regatta was held, on Lake Winnepesaukee, New Hampshire, Then in 1854 the first Boston City Regatta was held on the Charles River course, and interest in the sport was renewed.

The Newburgh Association was reorganized in 1856, and Newburgh again became "headquarters for rowing in the United States." They held a regatta on July 4, 1856, in which William Henry Ward made his first regatta entrance. He rowed the *George W. Shaw* with E. Hubbard, Jr., in the double-scull race; they came in third, winning a ten-dollar prize. Among the other contestants was James Mosher, cousin to the Wards. The first prize of fifty dollars, was won by the *Enoch Carter.*

The notable thing about the July 4, 1857 regatta was the debut of the brothers William Henry (Hank) and Joshua (Josh) Ward, entered together in the double-scull race, which was restricted to Newburgh boats only, to row the *Fanny Fern.* The other contestants were the *George W. Shaw,* the *Enoch Carter* and the *T. C. Ring.* The *Fanny Fern* won. The *T. C. Ring,* manned by George and Charles Shaw, came in second. It was a close race all the way, the Wards winning by "a dip or two."

The names of oarsmen were seldom mentioned in press reports of these early races. The crews were known only by the names of their boats, so that the boats were considered more important than the men. Prizes were awarded to owners of winning boats. The competition among boatbuilders was keen; the Shaws were the important boatbuilders in the Newburgh area at that time, and Timothy Donahue later became famous as a builder.

Josh Ward and George W. Shaw rowed the *J. C. Gazely* at the regatta of 1858 and won in 44 minutes. The other

competing boats were the *Rappahannock* of New York and the *T. C. Ring* of Newburgh. Captain Robinson, T. C. Ring, F. Gerard, I. Wood, Jr., J. H. H. Chapman, Enoch Carter, William Lisle and Ezra Farrington comprised the Regatta Committee.

Josh Ward and George Shaw won the double-scull race at the Staten Island Regatta of August 9, 1858, again in the *J. C. Gazely*. Joshua won his first single-scull match September 15, 1858, at Newburgh, rowing against John Hancon. He won the two-mile race by two lengths in 16 minutes 7 seconds.

From these Newburgh regattas and the oarsmen developed at them sprang, to a large degree, the principal races in the United States for many years. There was no distinction between professional and amateur oarsmen in that period, and small money prizes were offered at almost all regattas.

During the period John Hancon was considered a skillful oarsman; he was also a boatbuilder. He defeated the Champion of Boston, T. F. Doyle, on Lake Quinsigamond at Worcester, Massachusetts, on August 4, 1858, and T. Daw, Champion of New York, and A. Fay, of Brooklyn.

The *Bryant,* rowed by Joshua and Hank Ward, George W. Shaw and Oscar Teed, won the four-oared race at the Staten Island Regatta on August 15, 1859. They competed against the *Dan Bryant,* the *William Lisle* of Newburgh, the *George J. Brown* of New York and three other crews. The *Lisle,* rowed by Timothy Donahue, A. Shaffer, W. Tuthill and Peter Hunt, met with an accident and was withdrawn from the race.

The Harlem River was the scene of a race for $1,000 on September 12, 1859, between the *Bryant* and the *George J. Brown*. The *Bryant* crew again consisted of Josh and Hank Ward, Oscar Teed and George W. Shaw; that of the *Brown,* W. H. Dexter, D. Leary, W. Boggs and P. O'Brien. After the crews fouled, the race was declared a draw.

At Albany on September 29, 1859, George W. Shaw and Josh Ward won the double-sculling and John Hancon the

single-sculling races. By this time, oarsmen had gained prominence and came into their own; it was finally realized that they were more important than the boats. Previously it had always been the boat that won!

This is the story of how rowing as a sport began, the background against which the sport reaches its glory. As we shall see, no history of aquatics will be complete without the story of the famous Ward brothers.

Chapter II

BOYHOODS ON THE HUDSON

In the middle and late 1800's, on the banks of the magnificent Hudson River in the beautiful town of Cornwall-on-Hudson, New York, lived a group of distinguished sportsmen—all brothers. They were the famous "Ward Brothers, Champion Oarsmen of the World," who had distinguished themselves by developing their skill at rowing into a fine art. They set records that have never been equaled, in spite of the fact that improvements in racing-shell design known at present had not then been developed.

Cornwall-on-Hudson is just a few miles south of Newburgh. All the Ward brothers had been born in the suburb of Newburgh that is now known as Middle Hope, or Roseton. Newburgh, where the history of rowing as a sport begins, is about fifty-five miles north of New York City, on the west bank of the majestic Hudson River about seven miles north of the Storm King Mountain.

The father of the Ward brothers, Isaac Ward, had been born January 20, 1798, in Middle Hope, Newburgh, New York, as his parents had been. His grandfather, William Ward, Sr., had also been a resident of Newburgh, having gone there from Westchester County in 1720. A son of William Ward and Hannah Pell (daughter of the Lord of Pelham Manor), William Senior was descended from Andrew Ward, a Puritan who had come to America from England with John Winthrop's fleet in 1630 and settled first at Watertown, Massachusetts, then at Wethersfield and Stamford, Connecticut, and finally at Fairfield, Connecticut.

When Isaac Ward was a fine, strong, tall lad, and very handsome, he met Miss Winifred Mosher, a charming girl who lived across the river at Fishkill, near Phillipstown, not

far from what is now called Cold Spring, New York. They fell in love and were married in the winter of 1820. Isaac, then twenty-two, took his bride of sixteen to Middle Hope (Town of Newburgh), where they made their home for many years before moving to Cornwall. They subsequently had fourteen children—nine sons and five daughters (see Chapter X)—among whom were the famous World Champions. All their children were born at Middle Hope.

Isaac and Winifred were destined to share a long, full life, in which they enjoyed good health and happiness. Legends still persist among old families in the area in which they lived that Winifred was a lovely, gentle woman who always found time to lend a helping hand or to do some act of kindness for her neighbors, particularly in times of illness, even though she had a large family of her own.

Now Isaac Ward was an old "sea dog," the proprietor of fishing vessels, sloops and "Yankee schooners" who sailed along the Hudson River, out to Montauk Point, Long Island, and on to Nantucket Island, Massachusetts. Fishing was a big industry then, and Isaac also sailed his Yankee schooners and Hudson River sloops to transport such goods as sand and brick. He was a hotel-owner as well, in Cornwall-on-Hudson, where he later moved his family and where the younger children grew up.

While his sons were growing up, after school Captain Isaac Ward could be seen teaching his boys to row and sail on the river, which they all loved. Then, just for pleasure, he would match them in races against one another. "Three cheers for my son John!" he would shout. "Hurrah!" "Good for the winner!" "Well done, boys!" "Three cheers for my son Gil!" or "Three cheers for my son Joshua!" "Three cheers for my son Ellis!" "Three cheers for my son Hank!" or "Three cheers for my son Charles!" This spirit of fun was shared by the growing boys, and they were very happy on the water. Isaac taught his sons everything about the river and boats, and he lived to know that his companionship with his sons had a profound influence on their lives.

They learned to knit fish nets and to make the net blocks and wooden needles with which the nets were knitted. They seined for sturgeon, which sometimes weighed as much as two and three hundred pounds; these huge fish, called "Albany beef," at the end of the season were pickled and sold in New York. They also fished for shad and marketed their huge catches in Newburgh.

Almost all the Ward brothers became captains of sloops or schooners, like their father, and carried twenty or twenty-five thousand brick all the way from Coeyman's (near Albany) to the old market at 52d Street in New York City.

Since they were led by their father's hand, coached in the do's and don'ts of rowing, lived daily on the river, there sprang up in the hearts and minds of these eager boys the desire to outdo one another. Later, as we shall see, the tide turned, and they resolved *not* to compete against one another but to pull their oars together as a crew. Perhaps, if we reflect, we can get a glimpse of why they pulled together so effectively: in early training they matched wits with one another and thus knew what each could do—each brother having an almost instinctive knowledge of the others' abilities.

Out of early training, their background and some "spark" born in them, they developed co-ordination, stamina and teamwork that were practiced as daily routine. A skill was formed which unfolded into a fine art that was destined to bring them fame.

We have already seen Joshua and Hank winning a double-scull race, their first public race together, at the Newburgh Regatta on July 4, 1857. Joshua was then nineteen years old and Hank twenty-nine. Later when they rowed with their brothers Gilbert and Ellis, the four won nearly every race they entered over a period of three decades. The four "Ward Brothers" were the most famous oarsmen who ever lived. There were also several occasions when another brother, Charles Ward, and an excellent oarsman from

Ossining (then called Sing Sing), New York, J. L. Raymond, shared honors with the four more famous brothers.

Each of the Ward brothers was tall—Gilbert, the tallest, being six feet three. They were straight as arrows, except for Joshua, whose shoulders had a slight stoop. They were "long, lean and wiry—a four mighty." The weight at which they rowed averaged 158 pounds each. They had long arms, capacious chests and powerful hands with long fingers, and all were handsome indeed, with finely chiseled features. It was a beautiful sight to see them row together as they would glide over the surface of the water seemingly without strain.

Chapter III

JOSHUA WARD, CHAMPION SINGLE-SCULLER OF THE WORLD

John Hancon had won many victories in single-scull races, and a controversy arose among the public as to just who was Champion Sculler of America. Was he John Hancon, of Newburgh, or Joshua Ward? Or was he T. Daw, Champion of New York, or A. Fay, of Brooklyn?

As prize for winning the race to settle this question, Tiffany & Company, Jewelers, then situated on Broadway in New York City, designed and made a championship belt. Made of sterling silver and weighing twenty ounces, it was thirty inches in circumference and three inches wide. The United States coat-of-arms was beautifully engraved on the front and along the body on either side were engraved scenes of yacht and scull races. Around the edge was a border of rope.

A regatta was arranged for Tuesday, October 11, 1859, at Staten Island. The race was set for two and a half miles and "a turn," that is, a five-mile race. The contestants were Josh Ward, T. Daw, A. Fay and John Hancon. Excursion boats and various craft filled the harbor and thousands stood along the shore.

Joshua Ward rowed in the *Major Morton,* which had been built by his friend Timothy Donahue and financed by Benjamin B. Odell. Early in the race Josh took the lead, turned the stake boat 13 seconds ahead of Fay and finished in the remarkable time of 35 minutes and 10 seconds. This time has never been equaled by any oarsman in the world, in spite of the fact that better boats and improved facilities have since been used. The course, a full five miles, had been

regularly surveyed by the United States revenue cutter *Harriet Lane* (Captain Faunce) expressly for the occasion.

Josh was awarded $100, the Champion Sculler's Belt and the honor of being designated Champion Single-Sculler of the World. The belt, placed in the charge of Benjamin B. Odell for safekeeping, was stolen some time later, much to Mr. Odell's chagrin, and has never been found. It is believed that the thieves melted it down.

A month later, on October 24, 1859, Josh defeated the same oarsmen on the Charles River at Boston, and won $200 and two silk flags. Earlier at Albany, on September 29, he had won a double-scull race rowing with George B. Shaw and, the same day, a single-scull race against Hancon, Lynch, Fay and Doyle.

In 1860, Josh won first prize, $50, on July 4 at the Battery, New York, defeating Daw, Hancon, Fay and others. On July 25 in the Citizens' Regatta at Worcester, Massachusetts, he won the single-scull race without much effort, rowing the *Oscar Teed* along the two-mile course in 15 minutes and 37 seconds. At that regatta in the six-oared race he also rowed in the *Banker,* which was manned by George Shaw, R. Marvel, W. Tuttle, C. Shaw, Peter Hunt and Josh. On the three-mile course the *Banker* won in 18:37, the best time ever made on a three-mile course in the country.

There were numerous contests, and he won laurels at every turn. Benjamin B. Odell, Richard Risdon and William Edmondston never failed to sponsor his rowing engagements. At that time they offered to match him against Robert Chambers, England's celebrated oarsman; but because of disturbed conditions brought about by the Civil War, the idea was abandoned—but through no fault of Josh Ward's.

In a ten-mile race at Poughkeepsie on November 5, 1860, Josh won first prize, $500. The rivals were Josh and William Bergen. The champion "walked away" with the race; it was an easy victory.

On September 2, 1861, Josh won first prize at Cornwall, defeating McKiel of Cold Spring, Hancon, Stevens, Radford

of England and Grady of New York. On September 20 at Poughkeepsie he was again victorious, winning the five-mile single-scull race in 40 minutes. At the Hudson Regatta of July 4, 1862, he also won first prize in 40 minutes.

Josh Ward held the single-scull championship until August 13, 1864, when James Hamill, the "machine-like puffer" of Pittsburgh, wrested it from him on the Schuylkill River at Philadelphia, and next day defeated him again. But in less than a year Josh won it back in a race at Poughkeepsie.

On September 28, 1863, at Poughkeepsie, Josh contested with Hamill for a purse of $1,000. Hamill won in 37:35. But Josh retrieved his lost laurels, winning the five-mile race in 38:13 against W. Stevens. The prize was also $1,000.

On October 4, 1864, Joshua and his brother Gilbert, Timothy Donahue and Charles Sarvis rowed in the *F. G. Wood,* defeating the Stranger crew of Poughkeepsie.

At the July, 1865, regatta at Worcester, Josh won the first prize for single-scullers in 15:15. Then in August, 1865, at Cornwall he rowed against Hancon, Biglin, Grady, Radford of England, McKiel, Bergen and June for a prize of $150. Josh Ward was first, Grady second and Biglin third.

On Lake Quinsigamond at Worcester, on July 27, 1866, Josh dipped blades against one of the most formidable antagonists he had yet encountered—Walter Brown—and met defeat. Brown won the two-mile single-scull race in 15:15.

Walter Brown again won against Josh at Portland Harbor, Maine, in a three-mile race for $1,000. Brown won by a narrow margin of 4½ seconds. Both contestants had many partisans. Since the prowess of both men was well known and the course was a fine one, the race attracted great attention and stimulated further healthy interest in the manly sport.

Josh Ward defeated Walter Brown, Doyle and McKiel at Springfield, Massachusetts, on September 20, 1866, in a two-mile race for single-scullers; he won in 15:59.

After that defeat, Walter Brown challenged the world,

and Hamill accepted. The race, held at Newburgh in 1867, proved unsatisfactory, because Hamill for some reason stopped his boat and Brown ran into it. Hamill was given the race because of the collision.

Joshua had vanquished Hamill and finally Walter Brown, and there were no others now to challenge him. From that time on, Josh pursued his rowing career as a member of four- and six-oared crews.

Joshua Ward was America's first sculling champion. In 1859 at Staten Island he rowed five miles, with a turn, in 35 minutes 10 seconds, and at Poughkeepsie ten miles, with a turn, in 83 minutes—the first five miles in 32 minutes. He was twice scheduled to row against the Champion of England, Robert Chambers, who pulled out both times.

Though the races mentioned here are only a few of those Joshua took part in, they illustrate his prominence as an ideal oarsman. His few defeats were later retrieved, and the five-mile record he made at Staten Island still stands unmatched, even though we now have better boats than the one he rowed. His graceful style of rowing was acclaimed by critics as faultless as possible. Like his brothers, he had grit and grim determination; and their skill and intelligent judgment in their vigorous skill are an index to their mental and moral attributes. There was no such word as "quit" in their vocabulary.

Josh was called "The Old American Eagle" and was presented with a water-color painting of an eagle, the caption indicating the affectionate esteem in which he was held. A salute to Joshua Ward, "The Old American Eagle," still Champion Single-Sculler of the World!

Walter Brown, who had a brief career as Champion Single-Sculler, had been taught to row by none other than Josh Ward. Brown later invented the sliding seat now used by all college crews. He died at Newburgh a young man thirty-one years of age.

Josh was excellent on longer courses, though he could race well for any distance. His time of one hour and 23

minutes (83:0) in the ten-mile race with Burger on the Hudson at Poughkeepsie also has never been equaled; he set records for every course in his prime. Born in 1838, when he was at the peak of his career, in the 1860's, he was not as young as many of his competitors. His brother Gilbert, three years younger, was then doing creditably in races with both scull and sweep; then Ellis, the youngest of the brothers, also entered the scene, along with the older Charles and Hank. But Josh remained the most famous, as a single-sculler. These brothers were to form a crew and as such were to gain world-wide fame. As a crew they still remain supreme.

Chapter IV

RACES OF THE WARD BROTHERS CREW

The Wards' four-oared crews were made up chiefly by Hank, Joshua, Charles and Gilbert, but sometimes included Ellis (who later was rowing coach for forty years at the University of Pennsylvania). At New York in 1865, Hank, Charles, Josh and Gilbert vanquished the Stevens crew of Poughkeepsie and in the same year defeated the Biglin crew at Sing Sing (Ossining).

In September, 1867, on the Connecticut River at Springfield, Massachusetts, Josh, Gilbert, Hank and Charles easily defeated a picked crew from St. John, New Brunswick, winning the prize of $1,000 and the world championship. Along the course for three miles to a stake boat and return, the Wards, rowing the *Bryant,* won in 39 minutes and 28 seconds for the six miles.

They celebrated Independence Day, July 4, 1868, by engaging in a six-oared race on the Charles River at Boston and patriotically defeating the Canadian crew from St. John again, at the same time reducing the Harvard crimson to deep blue. Several days later, at Worcester, Massachusetts, the Wards also won, defeating four other crews in a four-oared race.

Then came an extraordinary performance—a gala day in the history of the Ward Brothers crew. In the July, 1868 regatta on Lake Quinsigamond at Worcester, their crew, Josh, Charles, Hank, Gilbert and Ellis Ward with Jere L. Raymond of Ossining, decisively defeated the Harvard crew in the record-breaking time of 17:40, the fastest time ever made over a three-mile turning course (a six-mile race). The Harvard crimson blushed purple!

Throngs of people from miles around attended the re-

gatta, and excitement knew no bounds. The Wards received a prolonged ovation. From that time to the present, college crews have been entered only in intercollegiate races.

The Ward Brothers crew had won their first world championship in 1867, when they defeated the St. John crew. The next year, another crew came down from Canada. It defeated the Wards, but the press asserted at the time that the American crew were beaten because of the little time allowed them to train for the match.

The race was held in October, 1868, on the Connecticut River. St. John sent their famous "Paris" crew, which had beaten the picked crews of England and France in the Exposition races of 1867. This crew now tackled the Wards and won the four-mile race in 29:38¾, the Wards coming in one minute behind. This was the only time the Wards were ever beaten.

When the race had been arranged, the date chosen was so early that they had not had time to get into their best condition. The course was really the Ingleside-Holyoke course; many years later Gilbert Ward, in an interview with the press, recalled that they had "never found a better one anywhere. . . . We picked it ourselves for our match race with the Halifax crew in 1867. . . . We came back in 1868 to meet another Halifax crew but this time we lost. It was the only time we were ever beaten. The title stayed out of the country until we won it back in 1871." The St. John crew were afterwards beaten by the Renforth (Tyne) crew of England at Lachine, Canada.

Considering the number of races in which they rowed, this defeat is remarkable chiefly for being the only one. Soon to come was their greatest glory, when they and rowing history reached their greatest height.

As we pointed out, Joshua had won the single-scull race at the Citizens' Regatta at Worcester on July 25, 1860. At that same regatta he rowed in the six-oared race in the crew of the *Banker,* which had been built by Thomas Shaw & Sons. Its crew was Joshua Ward as stroke, R. Marvel, W.

Tuttle, C. Shaw and Peter Hunt. Several college crews had been entered for the race. The Brown College crew from Providence, had just received a new boat built by Timothy Donahue, but because of an accident to the boat just before the race they did not start. The *Banker* covered the three-mile course in 18 minutes and 37 seconds, the fastest time that had then ever been made. The Yale crew came in second, the *Union* of Boston third and the *Quickstep* of Boston fourth.

The Wards took part in scores of races and only once did not carry off the prize, maintaining their surpremacy as oarsmen. Many of these events are not mentioned here, but incomplete as it is, this list is sufficient to illustrate why they were known as "the deans of aquatics," Hank as the "Leatherstocking" of American oarsmen and all as "the Greyhounds of America."

Professional rowing has now vanished. In the days in which the Ward brothers rowed the sport was at the height of its glory, and its popularity was due in great measure to their skill and personalities. In those days the professional was a finer type of sportsman than the amateur; the amateur would accept prize money for rowing against other amateur oarsmen but was not skillful enough to compete with the professional sportsman.

Chapter V

A BROTHER MARRIES

The Wards were very favorably impressed with the racing shell *Dunstan-on-Tyne,* in which the Tyne crew from England rowed on the St. Lawrence River when they defeated the St. John crew. It had been built by Robert Jewett of Dunstan-on-Tyne in 1869. After the race the mayor of Pittsburgh bought the shell from the English crew at Halifax for $600. In some interesting events that followed, that shell made history.

For two years the world championship stayed across the water, in England. In the interim the Ward brothers were busy living normal lives, engaging in many sports. They were famous for rowing; but they were sportsmen in other fields too, for their hearts were in sports. Their love of sport for sport's sake, their ability to win or lose gracefully and their sense of fair play typify the very spirit of sportsmanship which, in its essence, is the spirit of democracy. It is this spirit—typical of the Anglo-Saxon and of the early American heritage and represented remarkably by the Yankee Ward brothers—which is carried from sports events to every field of endeavor that flowers under a democracy, the sum and substance of which is fair play.

The Ward brothers went duck-hunting, fishing and ice skating. They were familiar figures on the dance floor at the fashionable balls and parties that were frequently held at their father's hotel. In those days Cornwall-on-Hudson was quite a mountain resort town, where genteel people went in quest of quiet, sport, majestic scenery and delightful air amid charming people. Later, Josh Ward had the leading hotel in Orange County, where noted men were frequent

visitors in quest of sport; and Hank had an inn on the Hudson.

Gilbert Ward and Pauline de Medina frequently won the prize waltzes, and they soon fell head over heels in love. On Christmas Eve, 1868, Gilbert married Miss de Medina in the Presbyterian Church at Cornwall-on-Hudson (a very important event, for, had it not occurred, this story could not be written by their granddaughter).

Pauline, sixteen when she became a bride, had been born in Havana, Cuba, but had been an infant when brought to New York after her mother had become a widow. Pauline was the youngest child of Count José Luis de Medina and his wife, Mary Elizabeth Gardiner.

Pauline had a very interesting background. Her mother, "Eliza" Gardiner, had been born on the high seas en route to Caracas, Venezuela. Her father, a doctor who specialized in yellow fever, was a lineal descendant of Lord Lion Gardiner, who had come to America in 1635 and gone to Gardiners Island off Long Island in 1639, for which he later held a royal grant from the King of England as a reward for befriending the Indians and making it possible for the English colonists to settle in Connecticut and Long Island. He had been sent to "found a settlement in the new world for gentlemen" nonconformists.

Pauline's father, Count José Luis de Medina y Espejo, had been a doctor of science who was conducting some research in the service of the Spanish Crown in Havana, where he met the lovely, blonde daughter of Dr. Gardiner. There they were married and made their home in the suburb of Regla. They had five children, Pauline being the youngest.

Count de Medina died a few months before Pauline was born, and his widow soon left Havana with her infant daughter and her son Lorenzo de Medina. The eldest children remained in Havana, for they were grown and married. There were Isabelle, who had married a wealthy plantation owner, Don Pedro and Nicholas, who later came to Cornwall and lived with his mother until his marriage to a widow there.

Count de Medina's widow had first gone to Brooklyn, where she met George Stanton, and in a few years became his bride. She had two children by her second marriage, the first child passing away as an infant. Each summer she stayed at Rider's Farm, at Firthcliffe, not far from Cornwall. She thought the "country air was good for the children" and, being charmed by the grandeur of the scenery in Cornwall, finally decided to live there the year round. Thus Pauline de Medina had grown up in Cornwall.

Count de Medina was descended from the ancient Spanish noble family of Medinas, descended from the Scandinavians who had invaded the northern coast of Spain in the tenth century. The family name was originally "de Guzman," a contraction of "Gundamaar." They gained prominence fighting the Mohammedans during the struggle of the Christians to maintain their power in Spain. The title, grants of Crown land and the name "de Medina" were bestowed in 1296 as a reward for heroic service in defending the Christians and driving off the Moslems. Through the centuries that followed the family amassed one of the greatest fortunes in Europe and "went Columbus' bond," when Queen Isabella decreed that Spain should finance his trip that led to the New World. "The Dukes de Medina were the proudest and most remarkable of Spanish grandees."

Eliza Gardiner de Medina Stanton had two brothers in New York, both of whom, it is believed, were doctors. One was John Gardiner and the other Lion Gardiner. Being educated in the manner of a "lady" of that time, she had little knowledge of business and legal matters and was swindled out of her inheritance, allegedly by a third person and her husband. Soon she had less and less contact with her family, for the Gardiners had not approved of her second marriage and she was too proud to have them know of her financial problems.

This is the background of Pauline de Medina, who married Gilbert Ward on Christmas Eve, 1868, in Cornwall.

Chapter VI

THE 'DICK RISDON'

In 1871 two English crews went to Canada and "cleaned up everything in sight." Afterward, by an offer of prize money amounting to $5,000, they were induced to compete in a regatta on Saratoga Lake. This was just what the Wards had been waiting for. They had not been happy to see the title go to the other side of the water through their only defeat, and they wanted an opportunity to bring the world championship back to their country.

Never having forgotten the English shell that had impressed them two years earlier, they placed with Robert Jewett in Dunstan-on-Tyne early in the year an order for one to be built for the scheduled regatta at Halifax. Jewett promised to ship the shell from Liverpool by the first of June, but it did not arrive. No explanations were offered for failure to fulfill the order. It was stated then that "such actions as this do not reflect credit upon a man possessing the reputation of being the leading boatbuilder of England, and it is not probable that he will ever again have anyone on this side of the water do him the honor to send another such order."

It was also said at that time that "it is reasonable to suppose that a dread of the Ward Brothers upon the part of some interested party in England may have influenced the boat-builder to act thus dishonorably." As indicated by their brilliant deeds, any contestant had much to fear about winning a race when an American by the name of Ward entered to row a boat.

Because of their failure to get the boat, the Wards issued a public statement, outlining what had happened to their order to Jewett and saying that in the short time that remained they would not be able to compete in the big regatta at Halifax. But, Josh Ward announced:

Learning lately, however, from reliable sources that the Tyne crews, the St. Johns and several American crews are preparing to enter the regatta at Saratoga Lake in September, we give all to understand that we intend to maintain our claim to the title. As this affair will occur in a few weeks, any disputant to our claims will have an opportunity of contesting it at Saratoga. I again assert that we think we are all called upon to row when the Bold Briton invades our own waters, to meet him, and we shall do so, promising him that we will do our best to maintain our title, and in four weeks' training convince him that at least he will have no walkover.

When this announcement was made, the mayor of Pittsburgh telegraphed the Wards that they might have the Dunstan-on-Tyne for the same price that he had paid for it—$600. Little did the Ward brothers dream that this was the boat they were destined to make history in! They accepted the offer, and in a few days they were rowing it on the Hudson at Cornwall. The English name was removed, and the shell was christened *Dick Risdon* in honor of Mr. Richard Risdon, who had made it possible for them to meet the best oarsmen in the world to try to regain the world title.

After the Wards won the world's championship in 1871 (which this chapter is leading up to), the shell was placed on exhibition and was later raffled off in New Jersey. Many years later it was sold to the Union Boat Club of New York and was rowed in several races, a majority of which it won. Later, it went all around the world. A friend of Ellis Ward's said that the last time he had seen it was in Mexico. "I want that boat," said Ellis. "If you can, get it for me." This his

friend did.* Many years later, when Ellis was coach for the crew at the University of Pennsylvania, he presented it as a gift to Ralph Zane, a student and star crewman whom Ellis had developed a strong liking for. Ralph Zane later was coach at the Bachelors' Barge Club. In 1931 he presented it to The Franklin Institute Museum, where it has been on exhibition ever since, in the marine section.

Thus the Wards were unable to enter the International Regatta held at Halifax, Nova Scotia, because the boat they had ordered from Robert Jewett never arrived. But they were able to enter the greatest regatta ever held; they had the old *Dunstan-on-Tyne* shell, now called the *Dick Risdon* after their backer. They held him in such affectionate esteem that not only did they name their shell after him, but Ellis Ward named his first son Risdon Ward. Richard Risdon, better known as Dick Risdon, was a man of affluence, an art critic and a sports-lover who arranged match races for the Wards and offered the prizes.

* When Ellis first got the shell from Mexico it was painted green. His brother Gilbert went to Philadelphia to see it, and they had the paint removed and restored its original polished cedar finish. Every year they would take the linen off the decks, put new linen on and varnish it. I have some of the linen from the bolt they had used in 1871, when they put fresh linen on and had some material left. Mine is a nice linen tea cloth with a handmade lace edge now—a treasured relic from this historic shell.

Chapter VII

THE GREAT DAY AT SARATOGA

On the 11th of September, 1871, came the great International Regatta at Saratoga Lake, New York. The occasion drew the very best oarsmen from England and America, and there the Ward brothers crowned themselves with glory and gained world-wide fame. In the Ward crew for the four-oared race Ellis Ward sat at the bow in place of Charles Ward, Hank as stroke and Josh and Gilbert each an oar. After their training, the brothers were in the following physical condition:

Josh—6 ft., 163 pounds
Ellis—5 ft. 10 in., 150 pounds
Henry (Hank)—5 ft. 10 in., 158 pounds
Gilbert—6 ft. 3 in., 155 pounds

Gilbert was ill the night before the race and was being "doctored" for his affliction. That was a source of worry to his brothers, for fear that he would not be up to par next day. They were also concerned that, after they had such difficulty obtaining a racing shell, no foul play should interfere with the one they had. They therefore slept with the shell in their headquarters near the lake, so that it was never out of sight, to ensure their rowing in the regatta—an opporunity they had long waited for.

The New York World described the Wards just before the start of the Saratoga race: "No more typical Americans could be picked out than the Wards. They are long and lean and wiry, and when trained as fine as now, they are like greyhounds. Their reach with their long gaunt bodies and arms is something wonderful."

For weeks preceding the great occasion people had been talking about one subject alone—oars. Much publicity had been given the anticipated regatta and people by the thousands were making plans well in advance to be on hand. In those days, travel was by train or carriage or by horse and buggy. There were no movies; sportsmen were national heroes, and people looked forward to the boat races with great delight.

At Saratoga, enterprising businessmen were selling souvenir oars of various shapes and colors—spruce, ash, pine and elm, oak and hemlock oars, with and without buttons, spoons and flat blades; broken oars, whole oars, every imaginable kind of oar.

The hotels swarmed with people from all parts of the country. Saratoga was a very fashionable "watering place" in those days, and for the event the hotels were full of aristocratic visitors, boatmen—professional and amateur—boatbuilders, fashionably dressed people and flashily dressed crowds, sports fans, swarms of betting men—people of all walks of life. The crowds mingled freely and talked of nothing but the "Aquatic Carnival." Shoeshine boys, black and white, forgot the mineral water of the famous springs and talked oar and shell as they brushed and polished one's shoes. Women young and old promenaded the streets wearing in their hair and tied to their parasols' handles ribbons of the colors of their favorite crews, testifying their admiration for the rowers. "Peaceful, lazy-going, sturdy farmers forgot their crops and dreamed of what they had never seen—boats and oars."

Hostesses served "international punch" at their parties, and restaurants served soup with spruce spoons. Everything but the boat race was forgotten, and many people had breakfast but postponed midday dinner to be on hand in plenty of time for the struggle—the frenzy of oar and shell and puller breaking up the routine of many households. "Anybody who ever knew anything about boating could be treated

every minute and convert a barroom into a lunatic asylum," said the *New York Herald,* describing the situation.

Saratoga was known in those days for her love of "the almighty dollar," and the residents took advantage of the rush by exceeding themselves in the matter of outrageous and exorbitant prices. "A buggy to the lake brought almost a fortune, and as for a team and carriage, you paid as much as the whole establishment was worth for the privilege of being in it an hour or two."

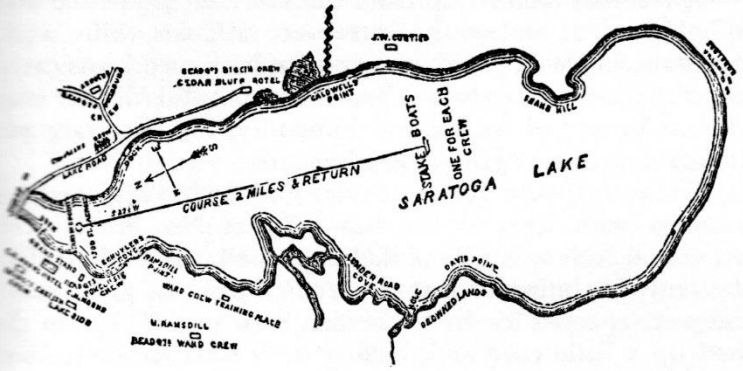
Saratoga Lake is about three and a half miles from what was then the village of Saratoga. (It is now a town, I believe.) "Tongue can not tell, nor pen depict, the beauty of this lake." It is seven and a half miles long and two miles across at its widest part. To this beautiful place came carriages and buggies carrying people of every description. The hotels were vacated, only the office boys and waiters left behind.

After reaching the bluff overlooking the lake, one could see thousands of people on every side. The sun was shining brightly, and in the sky clear and beautiful, not a cloud drifted by. The warm, bright, beautiful day gave impulse and cheer to the anticipated sport. The water was smooth as glass, without a ripple. For miles around, the thousands of spectators were full of suspense, eager yet patient, but without any of the bluster and bravado one might expect from such a heterogeneous crowd.

To the right of the starting point, at the northern tip of the lake under a green bluff, stood the grandstand. "It was a goodly sight to look upon, with faces of beauty and gentility. Here was all the elegance of Saratoga and the grace of the surrounding country enthroned in its magnificence and grandeur." To the left of the grandstand, near Moon's Hotel amid the green foliage, thousands of vehicles, mostly carriages, were standing and their passengers distributed about on bluffs and other vantage points. Along the lake shore thousands more waited for the great event, while peddlers of every character endeavored to sell drinks at exorbitant rates.

THE SARATOGA INTERNATIONAL REGATTA.

Scene of the Great Four-Oared Contest Between the Rival Crews of England and America



Newspaper Sketch of Racing Course
at Saratoga Lake

FOUR-OARED RACING SHELL—1869

Built by Robert Jewitt at Dunstan-on-the-Tyne, England.

THIS BOAT IS THE ONE IN WHICH THE FOUR WARD BROTHERS, ELLIS, HENRY, GILBERT AND JOSHUA WON FOR THE UNITED STATES THE WORLD'S CHAMPIONSHIP IN THE GREAT INTERNATIONAL REGATTA ON LAKE SARATOGA, SEPTEMBER 11, 1871.

Gift of The Bachelors' Barge Club through R. R. Zane, Coach.

The above is copied from the tablet placed on the shell which is on exhibition in The Franklin Institute, Philadelphia, Pa.

Stretched away on the northeast were the bridge and the lake road, on which stood crowds, many wearing in their buttonholes and on their dresses the colors of one or another of the contending crews.

Snake Hill loomed up from the shore far down the lake in bold outline, and on the water were sailboats, skiffs, working boats, single-sculls, dingies and flat-bottomed boats carrying excursion parties hither and thither. Amid all this magnificent beauty of nature and humanity, the boat race was discussed with immense enthusiasm.

The crews were getting ready. Old Josh Ward and his brothers—with Ellis at the bow, Gil at No. 3, Hank as stroke and Josh at No. 2—pulled their shell, the *Dick Risdon,* at twenty-five minutes past ten o'clock past the grandstand, and were cheered loudly as the first crew out. They ran the shell up a little cove and, doffing their blue flannels, stood out in the lustre of the red and white of their colors.

Then followed the Taylor-Winship men, a second English crew, who rowed beyond the starting point and "stripped to the buff" in readiness for the great struggle. There came a lull in the babbling of the tremendous crowd; the faint murmur of thousands of voices died away in a whisper over the lake. The sudden quiet that struck the shore at Cedar Bluff seemed to make the foliage shiver as in a sudden gust of wind. There were a few more minutes of quiet, which seemed a long time to many American hearts.

Hush, what is that? The sound of a warning gunshot blast is heard from the judges' steam yacht; and while the smoke spirals upward another shout is heard, and the long, narrow, cigar-shaped *Queen Victoria* of the Tyne crew dashes out to the starting point filled with the powerfully built men whom England expected to return as champions of the world. They also were "naked to the buff" and looked very athletic.

Another short wait; then from the opposite shore the *America* glides out near the starting line. These men are the

Biglins, and there are shouts from the New York crowd: "Barney! Oh, Barney!" "Coulter." "Hey, Johnny!" "Give it to them!"

After another moment's silence, the Wards pull over to the starting point, and the "Yankee visages of the brothers never looked better and there is danger in their eyes." The Poughkeepsie crew finds the starting point at ten minutes after ten o'clock, and last on hand are the McKees of Pittsburgh.

While the thousands of spectators gaze on the six crews with bright faces and gleaming eyes, let us look at the men who comprise these crews—their names, colors and positions. There are six stake boats at the starting point and six more as turning points two miles away, numbered 1–6 from east to west, and each shell is lying with its stern back against its buoy. These are the contestants:

No. 1. TYNE, OF ENGLAND.—James Percy, *bow;* John Bright; Henry Kelly; Robert Chambers, *stroke.* Crew colors: Black and white. Their shell, the *Queen Victoria,* was built by Robert Jewett in England. It is 40 feet 8 inches long, 18½ inches wide; depth amidship, 7¼ inches; height at bow, 6 inches; at stern, 4 inches. The cockpit is 16 feet 4 inches long, and the shell weighs 100 pounds.

No. 2. COULTER-BIGLIN, OF NEW YORK.—Bernard Biglin, *bow;* Joseph Kaye, Jr.; John A. Biglin; Henry Coulter, *stroke.* Crew colors: Red, white and blue. Their boat, the *America,* was built by C. B. Elliott of Greenpoint, Long Island. It is 41 feet long; breadth amidship, 18 inches; depth, 7½ inches; weight, 107 pounds.

No. 3. TAYLOR-WINSHIP, OF ENGLAND.—James Taylor, *bow;* Joseph H. Sadler; Robert Bagnall; Thomas Winship, *stroke.* Crew colors: White and blue. Their shell, also built by Robert Jewett of Dunstan-on-Tyne, is the *Coaly-Tyne.* It is 42 feet long; breadth amidship, 18 inches; depth, 9 inches; weight, 100 pounds.

No. 4. DUTCHESS, OF POUGHKEEPSIE, N.Y.—William Stephens,

bow; Charles Burger; Homer Wooden; William Burger, *stroke.* Their boat is called the *Dutchess.* Its length, 45 feet; breadth, 24 inches; depth, 10 inches; weight, 200 pounds. Crew colors: Red and white.

No. 5. MCKEE OF PITTSBURGH.—Cooney Nynhardt, *bow;* Nicholas Deumaish; George Verner; William Scharff, *stroke.* Their boat, the *McKee,* is 40 feet 9 inches long; breadth, 17 inches; depth, 8 inches; weight, 200 pounds. Crew colors: Light blue.

No. 6. WARD BROTHERS, OF CORNWALL, N.Y.—Ellis Ward, *bow;* Gilbert Ward; Joshua Ward; William Henry (better known as Hank) Ward, *stroke.* The name of their boat is now the *Dick Risdon.* Its length is 42 feet, over-all; breadth, 17½ inches; depth, 8 inches, weight, 90 pounds. Crew colors: Red and white.

The Tyne is the only crew using sliding seats at this regatta. All the others have the fixed seats.

Chapter VIII

THE GREATEST INTERNATIONAL REGATTA

Now Commodore Benjamin F. Brady, the starting judge and also acting as judge for the American interests, and John Adams, for the English crews, pull out to the starting point. Word has gone around that the judges at the turning boats are ready and a thunderous roar goes up all around the lake. "Hurrah! Hurrah!" The display of enthusiasm is tremendous. "Be still!" "Ain't that a pretty sight?" "My, how they strip themselves!" Finally, a pistol shot reverberates about the thousands of people and dies away in the quiet of the village at the end of the lake. It is nineteen minutes past ten o'clock.

"By cracky," shouts a white-cravated gentleman, "they are off, as sure as you are born!" Gone like greyhounds from the slip.

"Now Men of Cornwall, pride of the Hudson, strain your sinews!" a goodly crowd shouts. "Men of the Tyne and Thames, do your best, for this will be the hardest race you ever pulled, and America is looking at her sons!" "New York is counting on you, Biglins!" John Morrissey is referee.

Thousands of eyes are watching; beaming faces register delight and predict that the acclaim awaiting the winners will be something marvelous. Happy will be the victorious!

The Biglins slip off with the lead and at Chapman's Grove are clear of the Taylor-Winship crew by one and a half lengths, with Tyne and the Wards, one length apart, third and fourth, respectively, each pulling regularly and steadily—the Tyne crew forty-two strokes a minute, the Biglins forty-three, the Taylor-Winship forty-two and the Wards forty-one.

The Wards had broken down in the first three quarters

of a mile, and every shell but one went ahead of them; but they have quickly caught them all in a sensational spurt, and have stayed ahead. "If we had not broken down," said Gilbert Ward many years later in an interview with the press, "we would have covered the course inside of 24 minutes," instead of the 24:40 time record they did set. The reason the Wards broke down at first was that Gilbert, who had been ill, after the race started got a pain in his side and said, "I cannot pull another stroke; I have 'a catch' in my side and can't get my breath." But Hank said, "Pull that oar, or out you go into the drink!" An instant passed, and the pain left him. It was then that they made their sensational spurt.

"Oh, see the Wards!" Dick Risdon shouts now as they pass their old training quarters. "They are passing the Tyne crew." And sure enough, they are. They are showing their skill and training by the way they have pulled ahead of the two English crews. But this is only the beginning of the finest race on record. At twenty-four minutes past ten o'clock the crews are still set well together, stretched across the lake, and the shouting of thousands of people goes unheeded by them.

The Taylor-Winship crew puts on extra steam and spurts past the Biglins, but this stroke lasts but a moment, and the Wards gradually draw away from them. Now it is impossible to tell which crew has the best of it. The shells are now between the Cedar Bluff Hotel, on the left, and Lumber Road Cove, on the right, and the turning stakes are in sight. The Wards are now pulling thirty-nine strokes a minute, Taylor-Winship forty-one, the Biglins thirty-nine and the Poughkeepsie and the Pittsburgh crews thirty-seven.

"All right, Josh; you are doing grand. You're ahead." There was not much spurting with the Wards; they pulled together as steadily as the piston rod of an engine. "That glorious old fellow Hank Ward is doing wonders today"; and see, Josh's Yankee face is laughing all over while the torso of his merry brother Ellis is working in unison with

the pendulum-like frames of the others. "That crew could row all day and the wear and tear be nothing." "Go to it! Splendid!" shouts a bystander. "See Taylor, will you; they are doing well." And they were, but the Tyne and the Biglin crews were close together.

A hundred yards away are the stake boats, and they have not been out more than eleven minutes. "Josh! Oh, Josh! This is the biggest thing ever known!" shouts another as the Wards round No. 6 turning boat and start home first of all the contestants! When those on shore are certain that the red-and-white of the Cornwall men is in advance, thousands of hats go up in the air and the tremendous crowds shout with glee. The Taylor-Winship crew round their stake boats second, Tyne and the Biglins well together but fifty yards clear away.

There is no doubt who is first: it is the Wards—by four clear boat lengths. The Taylor-Winship crew is second, the Biglins third and the Tyne crew fourth. There are now only four boats in the race, because Poughkeepsie and McKee of Pittsburgh are a quarter of a mile astern and done for.

"Say, Barney Biglin, why don't you hit her up? Hit her hard!" shouted someone at Caldwell's Point to the bow of the *America.*

"Never mind," says a keen-faced fellow. "The Wards are doing all the hitting-up today."

Now, at twenty minutes to eleven o'clock, the Wards are pulling a quicker stroke. "Those magnificent fellows are pulling forty-two strokes a minute." They are five lengths ahead, and their stroke is sending them along splendidly. The Tyne men and the Biglins of New York are close together now. The Taylor lads are pulling vindictively, but there is no use now for Bagnall and Sadler to throw their massive arms out like enraged tigers. And Kelly's whole soul thrown on the *Queen Victoria* cannot save him now. "Oh, look at Bright!" shouts someone in the crowd. "He looks as though he had lost his last friend. And Robert Chambers works as though his life depended on this strength."

The battle is almost lost and won. Those who favor the Wards are uproarious, shout wildly with glee and offer bets, two to one, four to one, etc., on them, as ladies en masse wave their handkerchiefs. The New York betting men put rolls of greenbacks carefully away in their pockets. Many people at first had gone to their bottom dollar to bet on the English crews, considering that, because the Wards are much older now, Hank being in his forties, the vigorous physical exertion would be too much for them. Thousands of dollars will be made by those who bet on the Wards.

"Ward! Oh, Wards! You have made a new man of me!" shouts a Newburgh man. "Oh, I want to halloa, just to make a noise! Yes, yell like hell! It is great!"

"No!" shouts another. "They have broke me!"

The English crews will die game, anyway. A few seconds more are marked on the timer's watch and the contestants spurt to within 150 yards of the goal. The excitement of the crowds is fearful, and the men seem to be going mad; such an uproar one cannot imagine, for nothing like this has ever been seen before. Chambers looks as though there will be a death on board the *Queen Victoria,* and Kelly's and Percy's eyes are blinded with perspiration. The Biglins and they are nip and tuck, prow and prow. They do not slacken their speed.

Hank Ward is still swinging a fearful oar, and Josh Ward's Yankee body stretches out like that of a hawk about to pounce on its prey. Gilbert is working hard, his thin Yankee face quiet, as if cut from marble. Ellis Ward's muscular youth is pulling as if an empire were at stake. Every man in the *Dick Risdon* is doing his duty wonderfully.

Now the band strikes up "Hail Columbia!" The strains drown everything but the cries "Ward!" "Josh Ward!" from their sympathizers.

Past the grandstand go the shells, the Wards leading by three lengths now, and the populace sways to and fro like a tremendous sea. Along they speed, the four leading crews tugging and sweating fearfully and everyone yelling wildly.

Another second or two and the Wards, after a quick, sharp spurt, drift on the water by stake boat No. 6. They have won by three lengths.

There is another rending shout, and the Tyne crew pass stake boat No. 1, coming in second; then another, when the Biglins and Taylor-Winship crews, at a dead heat, are third and fourth. The Poughkeepsie crew is fifth and the McKee sixth, away off in the distance.

Everybody is making a noise, but there is something amiss. The Taylor-Winship crew are lying on their oars; in a minute they approach the referee's boat and complain that the Biglins fouled them by crossing their bow and giving them their wash. There is uncertainty; Referee John Morrissey looks troubled. A conference is held and all the testimony is taken.

Within an hour the waiting crowds see that Mr. Morrissey has decided that the Wards were first, winning the $2,000, Tyne second, winning the $1,250, and Taylor-Winship third or fourth, and that they and the Biglins should row a second time for the third-prize money—$750. The decision rendered, the people shout frightfully, and with a final yell the greatest International Regatta ever held—this International Regatta at Saratoga—has become a thing of the past. The Wards have won the four mile race in 24 minutes and 40 seconds, the fastest time ever recorded for a four-oared crew.

Subsequently a compromise was made, and both the Biglin and the Taylor-Winship crews received the same amount of prize money. That seemed a better plan than to hold another contest, which would cause ill-feeling.

With great satisfaction, joy and pride the glorious victory was hailed throughout the whole country; enthusiasm ran very high, and the Ward Brothers were the idols of the hour. One of the remarkable features that caught public attention was the fact that four brothers could be found in one family whose combined prowess was superior to that of picked crews representing the best England ever produced as well as three crack American crews. In four-oared racing, the

Ward brothers are still supreme because of the record set that day at Saratoga.

That evening the brothers were seen walking along Broadway in Saratoga, quietly looking at the illuminations in their honor as they carried huge bouquets of flowers that had been presented to them by members of the fair sex. They left the scene of their victory carrying satchels full of greenbacks. This was the happiest day of their lives, and one that they never forgot. The Saratoga International Regatta has receded into the vista of time, but its success can never be questioned.

This was the last time the Ward brothers rowed together as a crew of four. Nobody ever challenged them again; the sport as such vanished. Most of the brothers were getting on in years, by this time. Ellis later entered some single-sculling races. J. A. Biglin and Ellis were matched in a race at Springfield, Massachusetts in 1872, but Ellis had overtrained and fainted when the race was only half over; they never succeeded in meeting again.

Beautiful balls to celebrate America's victory at Saratoga were held in honor of the Ward brothers. "Think of it, Bertha. They are Champions of the World!" said Pauline, Gilbert's wife, to her infant daughter.

Chapter IX

MEN OF CORNWALL, PRIDE OF THE HUDSON

After 1871, the Wards no longer rowed as a crew, for their championship was never challenged again. Some of them directed their energies toward establishing the sport in colleges and at yacht clubs. Ellis afterwards coached the sport at the University of Pennsylvania for forty years. Gilbert, who coached at the New York Military Academy at Cornwall, New York, also coached many prominent government officials on the Potomac about the time President Garfield was shot. Josh coached at several colleges and clubs. The Argonaut Rowing Association of Bayonne, New Jersey, made up of wealthy young men, won a four-oared championship with Josh as their coach. That association at one time owned the famous shell with which the four Ward brothers won their world championship in 1871.

Ellis Ward obtained patents for roller-bearing oarlocks* in 1885 and 1907, making improvements on racing shells that had been unknown in "the good old days" of their era. For many years his factory at Philadelphia (Ellis F. Ward & Sons, 5924 Tulip Street, Wissinoming, Pennsylvania) manufactured oars, oarlocks and shells and supplied equipment for the sport to schools, colleges and yacht clubs across the land. Their oars, used by winners of the American Henley Regattas and by all the leaders in the sport, were the finest oars made.

Sculling became a collegiate and an amateur sport. The

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* U. S. Patent No. 317,430, "Rowlock for Racing & Row Boats," issued May 5, 1885, and U. S. Patent No. 868,378, issued Oct. 15, 1907, "Improvement on Oarlocks."

professional vanished. When the Ward brothers died they were still undisputed Champions of the World, their records set for every course never having been equaled, as it has not been, even today.

At Cornwall, Josh owned a sportsmen's hotel to which came many noted visitors. Great times were had. The Wards excelled at many sports—duck-hunting, fishing and skating as well as boating and rowing—and they were also graceful figures on the dance floor. Their wit and personal charm, as well as their intelligence, skill and high principles and character, made them much loved. The visitor always found them as "congenial in the entertainment of guests as they were proficient with the paddles."

A portrait of Joshua Ward seated in his single-scull that had been painted by the famous artist Thomas Eakins hung in Josh's hotel for many years, but was destroyed in the fire that burned the hotel down many years later. Eakins' paintings are now on exhibition in the Metropolitan Museum of Art; it is regrettable that, but for that fire, his portrait of Joshua Ward would be there also.

The Ward brothers thoroughly enjoyed the water, and almost daily they could be seen on the noble Hudson River that they loved so well. Legend persists that although they were the greatest aquatic sportsmen they were not swimmers. They had great love for the Hudson—the most beautiful river in the world—and in turn were called "the pride of the Hudson."

At Cornwall, where the mighty Storm King Mountain rises up from the majestic river, the scenery fills one with awe. Its charming, genteel way of life, its academy, with proximity to West Point, and its historical tradition and the inspirational quality in the air, gained world renown by reason of its being the home of the "Champion Oarsmen of the World."

There most of the brothers made their homes, and their families lived and died there. Of the fourteen children in

Isaac's family, four sons were now known round the globe (see data listed at end of Chapter X).

Captain John Wilkins Ward was the eldest. Although not one of the famous oarsmen, he had much in common with his illustrious brothers and is worthy of mention here. Captain John had been born September 6, 1821, at Roseton and died April 5, 1904, at Cornwall. He rowed in the annual regatta held on Newburgh Bay in 1842. He owned and navigated at different times numerous sailing vessels, among them the *David Belknap,* the *George Law,* the *Ann Elizabeth,* the *Hetty Marston,* the *Trimmer,* the *North America,* the *Henry Gage,* the *Christopher Columbus,* the *Ben Franklin,* the *Samuel Marsh,* the *Boliver,* the *Florence,* the *John J. Wiltsey* and the *Lexington.* During the Civil War, he commanded the sloop *Boliver,* carrying shot, shell and cannon from the West Point foundry to Governors Island, Forts Hamilton and Wadsworth and other coast defenses, for which he received $150 a day. Captain John, affectionately known as Uncle John, took praiseworthy pride in the knowledge that he had never lost a man or met with any serious mishap during his long and eventful career. He also conducted a fish market, which did a thriving business.

Benjamin Ward, another brother, also lived at Cornwall, as did their brother James Ward. Both were also captains of numerous sailing vessels. James' great-grandson is Rear-Admiral Frank Russell Talbot, retired, of the United States Navy, now residing in San Francisco.

Captain Charles Ward sailed the seven seas and finally settled at Far Rockaway. Gilbert lived at Cornwall, where life was full and good. "There were so many Wards and Clarks in the community of Cornwall it was called a 'Ward town,' but if you came from there and your name wasn't Ward then it must have been Clark," people said. Some Ward cousins kept beautiful horses, and there were rides, sports and recreation of all kinds, practical jokes, tall yarns and good fellowship.

Polipel's Island (now named Bannerman's Island) was a great hangout of Hank Ward. He kept open house for any acceptable river traveler whose work, sport or wanderlust brought him to the neighborhood. All the arrival had to do, to be assured of entertainment as long as he wanted to stay, was stand on the east shore and wave until Hank had looked him over. And it was entertainment. There was wild duck to hunt, and wild duck to eat and, in stormy weather, "a little grog" to drink. Hank had a flair for practical jokes and, after preparing his guest in the afternoon with tales of panthers that swam over to the island, would let out a caterwaul in the middle of the night and play "painter" in a very playful way.

Hank, Charles and Josh had prearranged signals so that whenever a large flock of ducks settled near by the brothers could get word to one another and converge on the flock. If it were winter and the ice permitted, they dressed in white suits and stalked duck on the ice. In other seasons and weather they set up blinds in their boats and sneaked up on the game. They often brought down forty or fifty ducks at a volley.

The Wards had lighter boats, which they called "skiffs"—not so light at that—but most of their rowing was done in the old "river boats." Anyone who remembers these old river boats will not wonder at the prowess shown later by the Ward brothers in light racing boats.

When a group of Orange County men established a camp on Indian Lake in the Adirondacks in 1888, they learned that one of these old river boats of the Ward brothers had found its way to that lake, and was being used by lumbermen—another hardy group. They bought the boat, and many children in camp learned to row in it. They could not fall, or even climb, out of it. It was very deep, nearly three feet, only about fifteen feet long and had a beam about the same as the length. It was squared at the stern, pointed at the bow, with a very sharp rise from the flat bottom under the front seat to the peak. It was made of heavy lumber and

weighed as much as a dozen of the Long Lake, or guide, boats of the Adirondacks. The oars, in fact, weighed each about as much as a guide boat, and were (on this boat) attached by pin oarlocks instead of the yoke locks generally used to permit greater freedom of oar action.

At their cabin on the shore at Roseton (known earlier by the unattractive name of Mud Hole) the Wards made fish nets, net blocks and the wooden needles with which the nets were made. At Low Point, their first stop after leaving Roseton, they seined for sturgeon, the huge "Albany beef" weighing two or three hundred pounds each. Hank impounded the catch in pens in the river until they were sold, and whatever was left over at the end of the season was pickled and sold in New York City. The brothers were also shad-fishers. They employed two giant Negroes who became familiar figures on the river, William ("Governor") Lane and Lawrence ("Hambone") Johnson. Huge catches of shad were made by the brothers, and they brought many of them to market in Newburgh.

As we noted earlier, almost all the Ward brothers were captains of brick sloops or schooners which carried twenty or twenty-five thousand brick from ports as far north as Coeyman's to the old market at 52d Street in New York City.

The Wards were the sum and substance of the qualities inherent in their long line of Yankee forebears combined with a happy environment. They were Men of Cornwall!

Chapter X

ANCESTRY OF THE WARD FAMILY

The first Gilbert Ward recorded in history was Sir Gilbert Warde, a young English nobleman who led the Second Crusade in A.D. 1145. All Wards are descended from him. This noble knight, the only son of Lord Raymond Warde of Stoke-Regis and Lady Goda, was in turn descended from William Warde, the Norman noble who had arrived in England with William the Conqueror.

The Wardes then lived on vast hereditary estates which comprised two counties. Generally the Norman lords were despised by the Saxons, but not the Wards; they were loved by the Saxons over whom they ruled, because they were very kind to them.Their Norman-Viking ancestors had originally spelled the name "Warde," the earliest being William de la Warde (now usually written "Ward")—William of the Guard—who was a member of the Royal Guard when William the Conqueror set himself up as King of England.

In 1145 Sir Gilbert Warde was the last of his name. He journeyed to France, where he met Eleanor of Aquitaine, Queen of Louis VII of France and one of the most beautiful and remarkable women in history. The Queen fell in love with the handsome young English nobleman. Her stormy marriage, an early one that had been arranged for her, had already been the topic of gossip all over Europe, for she had publicly scorned the King for many years. Queen Eleanor, by special dispensation from the Pope, divorced the King of France. She wanted to marry the handsome Sir Gilbert, son of the Lord of Stoke-Regis in Hertfordshire. Though Sir Gilbert spurned her, he appreciated her friendship and admired her great beauty as one would admire an exquisite work of art. "What manner of man is this long Gilbert" (for he was

tall and blond) "who can be so lacking in ambition that he spurns the most beautiful woman in the world, who is also the greatest power in Europe, the Queen Eleanor?" This was the question raised by all the gossip-mongers, matchmakers and "men of the world" at that time.

Sir Gilbert soon led Crusaders from France, Germany, Holland and Belgium toward the Holy Land. After many brave deeds, he saved the lives of the King and Queen and became the most famous man in the world at that time. He was "the Guide of Aquitaine," having led multitudes to safety through the mountain passes. A hundred thousand men he led to Jerusalem.

His coat-of-arms had been painted by Lady Anne of Auch under Queen Eleanor's decree. It bears "the Cross flory of Aquitaine"—the Queen's own royal emblem, which also represents the Crusade—and the azure field and the motto SUB CRUCE SALUS represent the great Christian faith of Sir Gilbert Warde. For this reason the emblem is used today by all Wards.

When the Seljuk army caught sight of the Warde banner, they shouted, "Gilbert Warde, the Guide of Aquitaine, the white fury!" and were filled with fear. *"Hurr! Hurr!"* they screamed, which means "Kill, kill!" in their tongue. In the battle that followed, the Christians won, whereupon Sir Gilbert laughed and mockingly shouted, *"Hurrah! Hurrah!"* as he rode ahead and the Seljuk forces fled in terror. That was the first "hurrah" in English. Today, when we shout for joy today and say, "Hurrah for the King!" "Hurrah for the President!" "Hurrah for the winner!" we are unaware that we are really shouting, " 'Kill' for the King!" " 'Kill' for the President!" " 'Kill' for the winner!"

After the Crusade, Sir Gilbert returned to his hereditary lands in England and married Lady Beatrix de Curboil. Queen Eleanor meanwhile had married Henry Plantagenet, the "boy King" of England, whom she looked upon with scorn—"that I might be your Sovereign Queen, Sir Gilbert Warde," she said. Eleanor was thirty years old and Henry II,

nineteen at the time of their marriage—one of the most shocking, ambitious marriages in history. Thus Eleanor, an unhappy woman of vast power and wealth and great beauty, was Queen to two great kings—of France, and now of England. She was destined to become the mother of King Richard the Lionhearted, and her descendants still sit on the throne of England.

In 1593 Queen Elizabeth of England granted an embellishment for the coat-of-arms to Sir Richard Warde—the addition of four eagles. For this reason there are two Ward coat-of-arms in use today.

Sir Richard was the grandfather of Andrew Ward, a Puritan and an adventurer who came to America in 1630. Andrew was the first settler of Watertown, Massachusetts, and of Wethersfield and Stamford, Connecticut. He finally settled in Fairfield, Connecticut, where he died in 1659. Among his illustrious descendants, besides the famous Ward brothers, were Harriet Beecher Stowe, author of *Uncle Tom's Cabin;* her father Henry Ward Beecher, the Sunday-school preacher; General Andrew Ward of the American Revolutionary Army; Montgomery Ward, the mail-order-house tycoon; General Aaron Montgomery Ward of Ossining, in the War of 1812; and Lillian Russell, the beautiful actress whose real name was Helen Louise Leonard. His descendants were founders of Buffalo and Rochester, New York, and some were among the pioneers who migrated westward and are now spread to every state in the Union.

Stephen Ward, of Eastchester, New York, who was one of "the Sons of Liberty" who helped tear down the statue of King George III at Bowling Green in New York City and was in George Washington's Army, was also descended from Andrew Ward the Puritan. Other early Ward settlers migrated to America from England upon the recommendation of Ward relatives already there. Andrew's grandfather, the Elizabethan Sir Richard Warde, had married Lady Anne Gunville. (Gunville ancestors had founded Gunville College

in England.) The American Wards are cousins to the English Wards, the Earls of Dudley.

Andrew Ward the Puritan was married to Hester Sherman. One of their nine children was Samuel Ward, who married Hannah Ogden and had a large family by her. Their son William, in 1670, married Hannah Pell, daughter of John Pell, "the Lord of Pelham Manor." They had a son also named William Ward, who left Westchester County in 1720, and went to Newburgh, New York, where he married Margaret Gillis in 1726.

Margaret was a daughter of Mathew Gillis, one of the Palatine settlers who had given Newburgh its name. He had come from Baden, on the Rhine, with his Lutheran pastor, his wife Anna Catherine and two small children. He was granted three hundred acres of land. Originally his name was Melchior Gulch, but he Anglicized it to Mathew Gillis after settling in the English colony.

These Palatines had been prosperous farmers and wine-producers, who had lived peacefully in the Palatinate until the Edict of Nantes was revoked. Thereupon, they suffered horrible religious persecution because they were Protestants. Their pastor wrote to Queen Anne of England asking permission for him and his small parish to settle in the English colonies in America, because their homes on the Rhine had been burned and they were left in abject poverty. The Queen granted land at Newburgh ("the Palatinate") and had a warship bring them to America early in the 1700's, for she deeply sympathized with those who suffered only because of religious conviction. They were intelligent, industrious, enterprising people with deep religious faith, and they "frowned upon all unseemly conduct." Newburgh is justly proud of its Palatine heritage. Only a small number came to Newburgh. Later, others went to such Protestant countries as Holland, England and Canada.

William Ward and his wife Margaret Gillis had a son Thomas. Another son, William Junior served in the Militia

of Ulster County, New York, during the Revolution and was one of the signers of the Oath of Allegiance pledging to defend the colony (Newburgh) in 1775. William Ward, Jr., was a silversmith in New Windsor, N. Y., and on Sept. 1,

THE DEATH OF ISAAC WARD.

Upon another page appears a brief announcement of the demise of this venerable gentleman, father of the Ward Brothers, whose fame as oarsmen has penetrated to all parts of the civilized globe where rowing is one of the fostered arts. Mr. Ward was born at Middle Hope (which is about seven miles distant from Newburg), as, we believe, were both his parents, and between that place and Cornwall he continued to reside all his life, following the avocation of a fisherman. He raised nine sons and six daughters, all of whom were present at the funeral, which was one of the largest ever held in the county, as during his long residence there Mr. Ward became widely acquainted, and was highly esteemed on account of his many manly qualities and his sterling integrity. He was a man of most excellent physique, possessed of an iron-like constitution, and until stricken with the paralysis which carried him off after a few days' illness he had never suffered from sickness of any kind. His son John, at whose house he breathed his last, is the eldest of the children, he being now about sixty-three years old, while Ellis is the youngest, his age being thirty-four. No such family of accomplished oarsmen ever before existed on this continent, and perhaps never will be seen again. Their brilliant deeds form a monument more lasting than any of mere marble which can be placed over the remains of their deceased progenitor.

Newspaper Account of Death of Isaac Ward
Father of the Ward Brothers

1781, he married Alise Parker, one of their sons was Isaac Ward (born 1798, died about 1881/84), a grandson of William Ward, Sr., and Margaret Gillis, who married Winifred Mosher. The Moshers were descended from very early settlers of Providence, Rhode Island. (All Moshers go back to three brothers who settled in Providence: John, Philip and William Mosher.) The Moshers had been early Huguenot immigrants to England, in 1583; later generations in America were Quakers, Methodists, Congregationalists and Presbyterians.

Isaac Ward and his wife Winifred, parents of the "Champion Oarsmen of the World," had fourteen children, as follows:

JOHN WILKINS WARD, b. September 8, 1821.

MARTHA WARD, b. April 11, 1823.

JAMES OSCAR WARD, b. January 17, 1825, great-grandfather of Rear-Admiral Frank Russell Talbot, U. S. Navy (Retired). The Misses Emma and Mazie F. Ward, Cornwall-on-Hudson, are granddaughters of James Oscar.

WILLIAM HENRY WARD, b. December 14, 1827, known as Hank, one of the four-oared Champions of the World (1871).

CAROLINE WARD, b. March 28, 1829.

CHARLES WARD, b. 1831, one of the famous brothers, who shared honors with them in their early world championships and when they rowed as a six-oared crew (five Ward brothers and Jere L. Raymond of Ossining) when they defeated Harvard. Charles did not row with the famous four at Saratoga, where Ellis Ward sat in his place (Saratoga Regatta, 1871).

GEORGE WARD, b. June 6, 1832.

BENJAMIN S. WARD, b. April 4, 1834.

MARIA WARD, b. August 11, 1836.

JOSHUA WARD, b. May 11, 1838, Champion Single-Sculler of the World and one of the four-oared Champions of the World.

SARAH ELIZA WARD, b. January 23, 1840; married William King of Haverstraw, N. Y. Their son William King, nephew of the famous Ward brothers, descended on his father's side from George Washington De Long, Arctic explorer.

GILBERT WARD, b. October 23, 1841, one of the four famous brothers, Champions of the World (grandfather of the author). Married Pauline de Medina, daughter of Count de Medina and Eliza Gardiner (descendant of Lord Lion Gardiner, of Gardiners Island, and cousin to Julia Gardiner, second wife of President John Tyler). Had nine children; youngest, Gilbert Ward, born in Cornwall July 5, 1890, died May, 1936, in Attleboro, Massachusetts (father of the author).

GLORANER WARD, b. December 20, 1843.

ELLIS FOX WARD, b. September 13, 1846, youngest of the four famous "Champion Oarsmen of the World," sharing honors with his brothers. He was later a manufacturer and inventor, and rowing coach at the University of Pennsylvania.

All the children were born at Middlehope a few miles north of the City of Newburgh, in the Town of Newburgh. Their father Isaac had been born in the same place on January 20, 1798, and died in Cornwall at the home of his son John in 1884 (?). His wife, Winifred Mosher, mother of these fourteen children, had been born in Southern Beacon, Dutchess County, New York, on July 15, 1804. Their sons were men of distinction, and the Ward girls were known for their beauty and refinement.

The American forebears of the Ward brothers were colonists—Puritans, Huguenots and Palatines who helped settle the nation. The pages of history are made possible by the brilliant deeds and achievements of great individual human beings and great families, when Divine Providence is their guiding force. Among these remarkable families is that of the Wards, who certainly were fascinating people. This has been the chronicle of one branch of that magnificent family.

"Few men disparage a distinguished ancestry except those who have none of their own."

—J. HAWES

"Titles and Ancestry render a good man more illustrious but an evil one more contemptible."

—ADDISON

Appendix A

The Wards' Record-Breaking Rowing Events

1857: JULY 4 NEWBURGH, N. Y., REGATTA.—Josh Ward (age 19) and Hank Ward (29) row *Fanny Fern,* winning double-scull race by "a dip or two."

1858: SEPT. 15 NEWBURGH REGATTA.—Josh Ward wins his first single-scull match, rowing against John Hancon: *2 miles, in 16 minutes 7 seconds* (16:7), won by two lengths.

1859: OCT. 4 STATEN ISLAND REGATTA.—Josh becomes Champion Single-Sculler of the World, winning Tiffany solid silver championship belt: *2½ miles & turn (5-mile race), in 35:10—a record never equaled by another single-sculler.*

1860: JULY 25 CITIZENS' REGATTA AT WORCESTER, MASS.—Josh wins single-scull race: *2 miles, in 15:37.* He also won in six-oared race, rowing in *Banker* with George Shaw, R. Marvel, W. Tuttle, C. Shaw, P. Hunt: *3 miles, in 18:37 —the best time ever made by six-oared crew on 3-mile course.*

1861: SEPT. 2 AT CORNWALL, N. Y.—Josh wins first prize, defeating Radford (England), Grady (N. Y.), McKiel (Cold Spring), Hancon and Stevens.

1861: SEPT. 20 AT POUGHKEEPSIE, N. Y.—Josh wins single-scull race: *5 miles, in 40:00.*

1865: AUG., AT CORNWALL.—Josh defeats Hancon, Biglin, Grady, Radford (England), McKiel, Bergen and June.

1866: SEPT. 20 AT SPRINGFIELD, MASS.—Josh wins single-scull race against Walter Brown, Doyle and McKiel: *2 miles, in 15:59.*

1867: SEPT. ON CONNECTICUT RIVER AT SPRINGFIELD.—Ward brothers Josh, Gilbert, Hank and Charles defeat Canadian crew from St. John, N. B.: *3 miles to stake boat & return (6 miles), in 39:28.*

1868: JULY 4, ON CHARLES RIVER AT BOSTON.—Ward brothers

win six-oared race, defeating St. John crew again and Harvard crew.

1868: JULY, ON LAKE QUINSIGAMOND AT WORCESTER.—Josh, Charles, Hank, Gilbert and Ellis Ward with Jere L. Raymond (Ossining) defeat Harvard crew again: *3-mile turning course (1½ + 1½), in 17:40—the fastest time ever made by a six-oared crew over 3-mile turning course.*

1871: SEPT. 11 INTERNATIONAL REGATTA AT SARATOGA LAKE, N.Y.—Josh, Ellis, Hank and Gilbert Ward regain world championship by defeating five other four-oared crews: *2 miles & turn (4 miles), in 24:40—the fastest time ever made by a four-oared crew over 4 miles.*

Appendix B

Genealogy of the Author

Generations preceding those listed here and details of related families are found in the text, particularly Chapters V and X.

1. Lord Thomas Warde, lineal descendant of Sir Gilbert Warde (Lord of Stoke-Regis, Hertfordshire, England, and son of Lord Raymond Warde); *ca.* 1526 m. Lady Hare: Believed to have had several children, among them one—
2. Sir Richard Warde, who was awarded embellishment of eagles on family coat-of-arms by Queen, July 12, 1593; m. Lady Anne Gunville; d. 1597 at Homersfield in extreme old age: One of his sons was—
3. Andrew Warde (b. 1570, Homersfield; d. 1615), who inherited the bulk of his father's estates: Sons Henry (b. 1559) and Ralph (b. 1572) remained in England when youngest son—
4. Andrew Ward (b. *ca.* 1597; d. 1659) came to America, 1630, with John Winthrop; was Puritan, pioneer, founder of Watertown, Mass., organizer and leader in church and colony; founder of Conn., first at Wethersfield and Stamford, leader at Fairfield, where he died; m. Hester Sherman: Had nine children, the youngest being—
5. Samuel Ward, m. Hannah Ogden: Had large family, one son of whom—
6. William Ward (b. 1678) m. Hannah Pell, dau. of John Pell, "Lord of Pelham Manor" (N. Y.): His eldest son—
7. William Ward (b. *ca.* 1696/1700) moved to Newburgh, N. Y., 1720; in 1726 m. Margaret, dau. of

Mathew and Anna Catherine Gillis, Palatine settlers at Newburgh: One of his several children—

8. WILLIAM WARD, JR., silversmith, served in Ulster County (N. Y.) Militia during Revolution; m. Alise Parker Sept. 1, 1781. Had several children, among them—
9. ISAAC WARD (b. 1798; d. 1880/84); m. Winifred Mosher, 1820: Had fourteen children, among them the famous "Champion Oarsmen of the World," one of whom was—
10. GILBERT WARD (b. 1841; d. 1920; in 1868 m. Pauline, dau. of Count José Luis de Medina y Espejo and his wife Mary Elizabeth (Eliza) Gardiner (dau. of Ann Hacedly and Dr. Gardiner, yellow-fever specialist; b. on high seas en route Caracas; descended from Lord Lion Gardiner, Gardiners Island, N. Y.): Had nine children, the youngest being—
11. GILBERT WARD (b. July 5, 1890, at Cornwall-on-Hudson; d. May 2, 1936, at Attleboro, Mass.), father of seven children, including—
12. IRENE WARD (MRS. HENRY N.) NORSEN.

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